

Glen Francis Bullock

F-105 History

15-Jul-66

6805

(Approximate date) An F-105 training class, Course 111106E, graduated from the 4520 CCTW at Nellis AFB NV. The six-month class started in January 1966. The nine students and their SEA assignments were:

1Lt Gary G. Catren - 34 TFS at Korat
1Lt Eugene L. Haggerty - 333 TFS at Takhli
1Lt Edward T. McCaffrey - 333 TFS at Takhli
1Lt Glen Francis Bullock - 34 TFS at Korat
1Lt John R. Casper - 421 TFS at Korat
1Lt Henry R. Hutson III - 357 TFS at Takhli
1Lt Lowell L. Stein - 354 TFS at Takhli
1Lt Glenn Gidel - 354 TFS at Takhli
Maj Bruce A. Brandt - 357 TFS at Takhli

1Lt Catren had received pilot training at Webb AFB between Sept 64 and October 1965. He had attended survival school at Stead AFB in November 1965 prior to reporting to Nellis for F-105 training.

Gary Catren, e-mail 1 Apr 11.

03-Aug-66

1002

Colonel William H. Holt, 355 TFW Commander at Takhli RTAFB, Thailand, submitted his End-of-Tour Report to CINCPACAF. Among his comments, Colonel Holt wrote, "... The unusually high loss rate the first two weeks in July as a result of concentrated F-105 strikes in NVN was a new experience which in my estimation did not receive the quick response due to the significance of the situation. When this situation became evident ... an immediate reevaluation of the operation was in order. In this instance emphasis should have been shifted to kill the SAM and suppress the AAA. This may not be a quick or especially news-worthy effort, however, it would appear to be a better approach for a long term war. With elimination of the SAMs and suppression of AAA, selected targets will be struck with greater accuracy. This is still a requirement of urgency if fighters are to operate in Route Package V and VI with impunity."

Due to pilot losses, the 355 TFW requested TDY help from units outside of Takhli. Two of the pilots on TDY to Takhli from the 34 TFS at Korat were 1Lt Glen Francis Bullock and 1Lt Gary G. Catren. Both pilots had recently arrived at Korat from F-105 training at Nellis. Gary Catren recalled, "To insure Takhli had enough bodies to fill the frag, Korat sent about 12 (could have been 15) of us TDY to Takhli until fresh meat could arrive from state side. What Takhli needed at that time was flight leads. What Korat sent was lieutenants and a couple captains and all of us newbies. I arrived at Takhli not having finished the initial check out at Korat. The Takhli ops guys took good care of us. They didn't schedule us for anything up North, but neither did they have the resources to complete our check out before we were flying the lower pacs, sometimes with the newbie captains as lead. As soon as enough replacements arrived, we were all sent back to Korat at the same time."

355 TFW History, July 1966 - Sep 1967, USAF microfilm NO462, frame 0038 & Gary Catren, e-mail 1 Apr 2011

30-Sep-66

1022

There were 55 pilots assigned to the 333 TFS, 355 TFW, Takhli RTAFB, Thailand, during July - Sep 1966:

Lt Col James A. Young. Assigned between 5 Dec 65 - 4 Jul 66. 100 missions.
Lt Col Donald K. "Danny" Salmon. Assigned 16 Aug 66.
Maj Duwade E. Hornsby. Assigned between 5 Dec 65 - 17 Jul 66. 100 missions.
Maj Howard W. Leaf. Assigned between 13 Feb 66 - 20 Sep 66. 100 missions.
Maj Douglas D. Brenner. Assigned 26 May 66.
Maj Gordon W. Atkinson. Assigned 18 Jun 66.
Maj Robert Gordon Rilling. Assigned 25 Jul 66.
Maj John C. Brown. Assigned 21 Jul 66.
Maj Robert A. Perkins. Assigned 12 Sep 66.
Maj Roger J. Mathiasen. Assigned 26 Jun 66.

Glen Francis Bullock

F-105 History

Maj J. D. Tindall. Assigned 12 Sep 66.
Maj William J. McClelland. Assigned between 24 Jun 66 - 15 Jul 66. Returned to Yokota.
Maj Willard Selleck Gideon. Assigned TDY between 15 Jul 66 - 7 Aug 66. MIA.
Maj Henry Shudinis. Assigned TDY 26 Sep 66.
Maj Charles E. Bishop. Assigned TDY 18 Aug 66 - 17 Sep 66. Returned to Kadena.
Capt Donald J. Mattasolio. Assigned between 5 Dec 65 - 10 Jul 66. 100 missions.
Capt James C. Sharp. Assigned between 5 Dec 65 - 5 Jul 66. 100 missions.
Capt Robert J. Straubinger. Assigned between 5 Dec 65 - 10 Jul 66. 100 missions.
Capt Paul H. Dwyer. Assigned between 5 Jun 66 - 15 Jul 66. 100 missions.
Capt John H. Wendell, Jr. Assigned between 15 Apr 66 - 7 Aug 66. MIA.
Capt Jim G. Pinson. Assigned 21 Jun 66.
Capt Donald G. Weidman. Assigned TDY between 24 Jun 66 - 10 Jul 66. Returned to Yokota.
Capt Lloyd A. Sjulstad. Assigned 19 Apr 66.
Capt Ronald W. Scott. Assigned 28 Aug 66.
Capt Thomas A. Loken. Assigned 4 Jul 66.
Capt Gerald L. Hawkins. Assigned 11 Jul 66.
Capt John E. Cozine. Assigned TDY 24 Jun 66 - 9 Aug 66. Returned to Kadena.
Capt Samuel Chapman "Max" Maxwell. Assigned TDY 2 Jun 66 - 11 Aug 66. Returned to Kadena.
Capt William C. Butler. Assigned 22 Jul 66.
Capt Edward D. Nowokunski. Assigned TDY between 25 Jul 66 - 22 Aug 66. Returned to Kadena.
Capt Walter J. Brug. Assigned 16 Aug 66.
Capt Rodney A. Skoglund. Assigned TDY between 18 Aug 66 - 17 Sep 66. Returned to Kadena.
Capt Anthony J. Farrington, Jr. Assigned 20 Sep 66.
Capt Kenneth D. Edwards. Assigned TDY 26 Sep 66.
1Lt Jerry C. Smith. Assigned 20 Mar 66.
1Lt Fred A. Wilson. Assigned 20 Mar 66.
1Lt Ralph Thomas "Tom" Browning. Assigned between 21 Jun 66 - 8 Jul 66. MIA.
1Lt Martin J. Neuens. Assigned between 21 Jun 66 - 12 Aug 66. MIA.
1Lt Alan V. Rogers. Assigned 24 Jun 66.
1Lt Milton R. Rutter. Assigned 19 Jun 66.
1Lt Jack T. Stone, Jr. Assigned TDY between 26 Jun 66 - 12 Aug 66. Returned to Kadena.
1Lt Eugene L. Haggerty. Assigned 31 Jul 66.
1Lt Edward T. McCaffrey. Assigned 31 Jul 66.
1Lt Glen Francis Bullock. Assigned 17 Aug 66 - 3 Sep 66. Returned to 34 TFS at Korat.
1Lt Gary G. Catren. Assigned TDY 17 Aug 66 - 26 Aug 66. Returned to 34 TFS at Korat.
1Lt Richard L. Pack. Assigned TDY 26 Sep 66.
1Lt Randolph S. Reynolds III. Assigned TDY from the 35 TFS 26 Sep 66.
1Lt Richard E. Guild. Assigned TDY 26 Sep 66.
Col William H. Holt. Attached pilot. Reassigned 11 Jul 66.
Col Robert Ray Scott. Attached pilot. 18 Aug 66.
Lt Col Robert E. Borden. Attached pilot. Reassigned 22 Aug 66.
Maj Harry D. Sultzer, Jr. Attached pilot. Reassigned 10 Sep 66
Maj Dale Alonzo Johnson. Attached 20 Sep 66.
Capt Robert F. Gadd III. Attached. Reassigned 14 Jul 66.

355 TFW History, Jul - Dec 66, USAF microfilm NO462.

10-Oct-66

F-105D 624300 34 TFS 388 TFW Korat Operational loss. Engine failed on take off. Crashed approximately one mile off the end of runway 06 at Korat RTAFB, Thailand. 14-57N 102-08E 1Lt Glen Francis Bullock 34 TFS pilot ejected on takeoff when his engine failed but he was killed. His lap belt was found open. Call sign: "Machete 04".

History of Flight

"At 1316 hours, 10 October 66, F-105D, SN 62-4300 crashed approximately one (1) mile off the end of runway 06,

Glen Francis Bullock

F-105 History

Korat Air Base, Thailand. The crash occurred approximately fifteen (15) seconds after take off following an engine explosion and immediate pilot ejection. The aircraft was completely destroyed by impact damage and fire. The pilot ejected but was fatally injured. Property damage consisted of 250 by 100 yard burned area with destruction limited to numerous one-inch diameter trees. Impact area was on the Korat Royal Thai Army ordnance storage area.

"The aircraft was number four (4) in a flight of four (4) F-105s taking off on a tactical mission directed by 7th Air Force. The pilot was 1st Lt Glenn F. Bullock, 34 TFS, 388 TFW, PACAF, Korat RTAFB, Thailand. The weather was VFR being 2,000 scattered, estimated fifteen thousand broken, high overcast, fifteen (15) miles visibility. The aircraft was configured with six low-drag MK-82 bombs and two 450-gal external fuel tanks, and 1029 rounds of 20-mm HEI ammunition. All ordnance except 200 rounds of 20-mm was safely recovered by EOD personnel and the aircraft wreckage was immediately reclaimed by accident investigating team.

"The flight received a briefing in accordance with 7th Air Force and 388 Tactical Fighter Wing instructions for combat operations. In addition, the flight leader conducted a detailed briefing to include general procedures with specific tactics and techniques to be used in the conduct of the mission.

"Lt Bullock accomplished the aircraft pre-flight and before-engine checks in accordance with applicable directives. The crew chief accompanied the pilot during the walk around inspection and noted that Lt Bullock made a normal inspection of the aircraft. The investigating board questioned the crew chief in detail covering Lt Bullock's aircraft and cockpit pre-flight activities and particular emphasis was directed to ascertaining the exact course of events Lt Bullock took in securing his parachute and personnel equipment leads to the survival pack and lap belt. The pilot strapped on his parachute before climbing up the ladder to the cockpit. Once in the cockpit, Lt Bullock connected his parachute to the survival pack and hooked up the 'G' suit hose. The crew chief stated he handed the pilot his shoulder harness straps and definitely observed that he inserted the lanyard anchor in the lap belt. The crew chief was questioned as to whether he noticed the zero delay lanyard connected to the parachute 'D' ring. It is standard practice within the 388 Tactical Fighter Wing for the Personnel Equipment Specialists to connect the zero delay lanyard to the 'D' ring when the parachutes are hung on the storage racks. The purpose of this procedure is to reduce the possibility that a pilot would take-off without connecting his zero delay lanyard to the 'D' ring.

"Engine start and all after-engine start procedures were performed by Lt Bullock without incident. Lt Bullock checked in on local channel three after the flight leader (Machete 1) called for taxi instructions. Taxi to the arming area was normal and all aircraft were armed and visually inspected by munitions and maintenance personnel. Testimony by the Flight Leader and the Maintenance Launch Officer indicates that the flight was not rushed throughout the start, taxi, and arming procedures. Machete 1 called the tower at approximately 1312G for clearance to take the active. The tower acknowledged with altimeter setting, winds, clearance for takeoff and frequency change approval to go to departure control and monitor guard channel. At this time Machete 1 called, 'Pins, Canopy, Lanyard, and Ram'. Other members of the flight, including Machete 4, acknowledged by saying 'Roger'.

"The flight lined up for take-off with the leader taking the right side of the runway. All take-off engine runup checks were made by all flight members and Machete Lead started his take-off roll at approximately 1314G. Witness stated that the take-off of Machete 4 was uneventful until the aircraft crossed the runway threshold at approximately fifty feet of altitude. The altitude at which various witnesses first observed that Machete 4 had an engine problem, varied from 50 feet to 150 feet depending on when their attention was first directed to the aircraft. At that moment the afterburner sounded like it went out and then relit again. Bright yellow-orange fire came from the tail pipe extending outward a length equal to the aircraft's length. The engine was heard to surge and then the torching began again. A witness standing adjacent to the end of the runway then heard the engine stop and observed an increase in fire coming from the tail pipe. The aircraft was rotated to compensate the loss of thrust and sink rate and at approximately $\frac{3}{4}$ miles from the end of the runway, the canopy came off the aircraft followed shortly thereafter by the ejection seat. Several witnesses stated that the estimated height of the aircraft at time of ejection as approximately 150 to 300 feet with the aircraft beginning to settle back to the ground. Only one witness thought he saw the parachute starting to deploy before the pilot and ejection seat disappeared from view.

"The aircraft impacted with a large ball of fire and was completely destroyed. The aircraft impacted the ground in a 15 to 20 degree dive angle. The aircraft immediately began coming apart with the engine being separated from the

Glen Francis Bullock

F-105 History

airframe and thrown clear of the wreckage. The engine came to rest approximately 400 feet from the initial impact point and outside the aircraft fire pattern. Recovery of the vertical tape AMI revealed that the airspeed tape had been jammed against the case at 248 knots, thus denoting impact velocity.

"Following the crash, the area was immediately cordoned due to the close proximity of Thai Nationals adjacent to the impact area. The investigating board arrived at the accident scene and commenced the investigation as soon as all ordnance had been found and declared safe for all personnel. All wreckage was accounted for with the exception of the canopy. It fell in an area approximately 200 feet from a point where nearly two hundred Thai Nationals had gathered. Repeated search attempts to locate the canopy were unsuccessful and the board assumed the canopy was carried off."

Lt Col James Arbuckle was a friend of Lt Bullock and remembered what happened. "On take-off roll, Glen's engine started ingesting its own turbine blades. As he got airborne, he punched out, attempted to 'beat the system', manually deployed his chute, and hit the ground before he got full deployment. Apparently he failed to fasten his zero-delay lanyard before take-off."

Al Haberbush was another friend of Lt Bullock's. "Glen went through UPT at Craig AFB, AL. I saw him in 1965 while I was TDY from Los Angeles AFS to Maxwell for a Space Operations Course. It was during the Selma to Montgomery march that lit up the civil rights movement. We went to the Gulf Coast for a weekend and stayed at Tyndall. Next time I saw him was sometime in 1966 when he was at Nellis for F-105 training. He came in to where I was living in Manhattan Beach, CA. I was stationed at LA AFS at the then Space Systems Division of AFSC. We had a group of Lts and secretaries from the AFS that partied together. Got him a date with one of the girls and we had a great time. Some time after that (not sure how long) I got a call from this girl one night that said her last letter to him came back marked deceased." (E-mail, 26 Mar 00 from Al Haberbush, Col USAF (Ret), friend of Lt Bullock (Penn State Univ ROTC, class of '64).

Korat's primary crash phone notified the rescue detachment of the crash at 0615Z on 10 Oct 66. At 0617Z, they launched HH-43B "Pedro 22" carrying a fire suppression kit (FSK) and flown by Capt Donald J. Couture and copilot Capt Zack L. Stockett with firemen A1C Hugh A. Brown and A1C Keith T. Tauton. Immediately after takeoff, the rescue crew spotted the smoke from the crash. "Arrived crash site at 0618Z. Fire around deceased extinguished immediately. ... Deceased returned to Korat AB by Air Force ambulance." (Det 4 38 ARRS TWX 10100Z Oct 66 Opening/Closing Report 4-9-10 Oct 66.)

Lt Bullock was born 12 June 1942. He entered the service from Clifton Heights, Pennsylvania. His name appears on the Vietnam Memorial Wall at panel 11E Line 65.

AF Form 711 USAF Accident/Incident Report 66-10-10-1, dated 24 Oct 66, signed by Lt Col Gerald F. Fitzgerald, Actt Accident Investigating Officer & E-mail from Lt Col James Arbuckle to Rick Versteeg, 14 Apr 1998.

11-Oct-66

6065

Maj Edward J. Kohlmeier, 469 TFS, 388 TFW, flew his 54th combat mission into RP-4, North Vietnam.

"After two delays we finally got off on an easy one. It was a very enjoyable flight for several reasons. One, Dave, John, and myself all of the Second Bomb Squadron flew the same mission and as soon as we landed we were starting on a six-day R&R to Bangkok where I am presently writing this. We got here about 4:30 PM and relaxed in the room, a truly great feeling. We all took leisurely showers and went to the Imperial Hotel (we are staying at the Rajah Hotel) for a fabulous Kobe steak. Also, had sweet and sour pork for an appetizer. Got into a delightful political discussion with a professor from New Zealand. It is quite enlightening to get a foreigner's views on the U.S. Of course he was quite liberal and me being a conservative really livened up the discussion.

"Yesterday a boy was killed going in off the end of the runway on takeoff [1Lt Glen Francis Bullock, 34 TFS]."

The three pilots remained in Bangkok on their second R&R until 17 October.

Ed Kohlmeier's mission diary.